

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-20-25
Relating to Certification of New Motor Vehicles

ISUZU MOTORS LIMITED

Pursuant to the authority vested in the Air Resources Board by the Health and Safety Code, Division 26, Part 5, Chapter 2; and

Pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Orders G-45-3 and G-45-4;

IT IS ORDERED AND RESOLVED: That 1983 model-year Isuzu Motors Limited exhaust emission control systems are certified as described below for gasoline-powered light-duty trucks.

<u>Engine Family</u>	<u>Displacement Cubic Inches (Liters)</u>	<u>Exhaust Emission Control Systems (Special Features)</u>
DSZ119T2FDGX	119 (1.9)	Air Injection - Pump Exhaust Gas Recirculation Three-way Catalyst with Closed Loop

Vehicle Models, Transmissions, Engine Codes and Evaporative Emission Control Families as listed on attachments.

The following are the emission standards for this engine family to be listed on the window decal required by California Assembly-Line Test Procedures for 1983 model-year vehicles:

<u>Equivalent Inertia Weight</u>	<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
0-3999	0.41	9.0	1.0

The following are the certification emission values for this engine family:

<u>Equivalent Inertia Weight</u>	<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
0-3999	0.17	3.4	0.6

BE IT FURTHER RESOLVED: That the listed models were certified to the optional NOx emission standard thereby making the vehicle manufacturer subject to Section 1960.15 of Title 13, California Administrative Code which includes repair or replacement of emission control components up to 7 years or 75,000 miles if found defective by the Executive Officer.

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Gasoline-Powered Motor Vehicles."

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks" (Title 13, California Administrative Code, Section 2290) for the aforementioned model year.

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's high altitude requirements and highway emission standards as stipulated in "California Exhaust Emission Standards and Test Procedures for 1981 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."

BE IT FURTHER RESOLVED: That the Executive Officer has been provided all material required to demonstrate certification compliance with the Board's emission control system warranty regulations (Title 13, California Administrative Code, Section 2036).

Vehicles certified under this Executive Order must conform to all applicable California emission regulations.

The Bureau of Automotive Repair will be notified by copy of this order and attachment.

Executed at El Monte, California this 20th day of August, 1982.


K. D. Drachand, Chief
Mobile Source Control Division

1983 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer Isuzu Motors Limited Executive Order No. A-20-25 Page 1
 Engine Family DSZ119T2FDGX Evaporative Family CAN-B
 Engine CID (Liters) 119 (1.9)-L4

ABBREVIATIONS

<u>Ignition System</u>	<u>Exhaust Emissions Control System</u>	<u>Special Features</u>
CA-Centrifugal Advance	AIP-Air Injection-Pump	CCV-Combustion
EEC-Electronic Engine Control	AIV-Air Injection-Valve	Chamber Valve
EI-Electronic Ignition	CL-Closed Loop	CFI-Central Fuel
ESAC-Electronic Spark Advance	EGR-Exhaust Gas Recirculation	Injection
Control	EM-Engine Modification	DID-Diesel
VA-Vacuum Advance	OC-Oxidation Catalyst System	- Injection-
VR-Vacuum Retard	TR-Thermal Reactor	Direct
	TWC-Three Way Catalyst System	DIP-Diesel
		Injection-
		Prechamber
<u>Fuel System</u>		MFI-Mechanical
CFI, CL, DID, DIP, EFI, MFI		Fuel Injecti
nV-nVenturi Carburetor		TC-Turbocharged
VV-Variable Venturi		

Models: Isuzu P'UP

P'UP-1: Pick-up 2WD (Short wheel base)
 P'UP-3: Pick-up 2WD (Long wheel base)
 P'UP-4: Pick-up 4WD

DRIVE SYSTEM: Rear Wheel
 Issued:

1983 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

 Passenger Cars X Light-Duty Trucks Medium-Duty Vehicles X Gas DieselManufacturer Isuzu Motors Limited E.O. #A-20-25Engine Family DSZ119T2FDGX CID (liter) - Type 119 (1.9)-L4ECS (Special Features) TWC,CL,AIP and EGR

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Equiv. Test Weight	Ign. System Part No.	Fuel System Part No.	EGR Valve Part No.	Label Ident. Part No.
TDG-1	P'UP-1	M4 (M-1K)	2,750	Nippon Denso Co., Ltd. 8942537440	Hitachi Ltd. 8942507060	Jidosha Buhin Kogyo Co., Ltd. 8942123000	See tune up label (Pg. 3)
		M5 (M-2K)					
	P'UP-3	M4 (M-1K)	2,875				
		M5 (M-2K)					
	P'UP-4	M4 (M-1E)	3,000				
	TDG-2	P'UP-1	A3 (A-4)				
P'UP-3							

Comments: See page one for abbreviations and evaporative emission family identification. Please refer to manufacturer's HP list for correct dyno test HP settings based on model and equipment. If two test weights are listed, the lower weight will be used for testing.

*Add 10% to dyno test HP for air conditioning usage.

Date of Issue -

Revisions:

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VEHICLE EMISSION CONTROL INFORMATION



SET PARKING BRAKE AND BLOCK DRIVE WHEELS

ENGINE TUNE-UP CONDITIONS

MAKE IDLE SPEED ADJUSTMENT WITH ENGINE AT NORMAL OPERATING TEMPERATURE, CHOKE OPEN, AIR CONDITIONER OFF IF INSTALLED, AIR CLEANER INSTALLED, DISTRIBUTOR VACUUM LINE, CANISTER PURGE LINE AND EGR VACUUM LINE DISCONNECTED AND PLUGGED, IDLE COMPENSATOR VACUUM LINE CLOSED BY BENDING RUBBER HOSE, AND TRANSMISSION IN NEUTRAL (BOTH MANUAL AND AUTOMATIC)

IDLE SPEED SETTING PROCEDURE

1. ADJUST THROTTLE ADJUST SCREW TO 900 RPM.
2. IF AIR CONDITIONER IS INSTALLED: TURN A.C. ON MAX. COLD AND HIGH BLOWER. OPEN THE THROTTLE TO APPROX. 1/3 AND ALLOW THE THROTTLE TO CLOSE. (THIS ALLOWS THE SPEED-UP SOLENOID TO REACH FULL TRAVEL.)
- ADJUST THE SPEED-UP CONTROLLER ADJUSTING SCREW TO SET IDLE AT 900 RPM.

IDLE MIXTURE ADJUSTING SCREW IS PRESET AND SEALED AT THE FACTORY. PROVISION FOR ADJUSTMENT DURING TUNE UP IS NOT PROVIDED.

THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 1983 MODEL YEAR NEW MOTOR VEHICLES.

Issued:

CATALYST

TWC, EGS, AIP AND EGR

ENGINE TUNE-UP SPECIFICATIONS ARE APPLICABLE TO ANY ALTITUDE

EVAPORATIVE FAMILY	CAN-B
ENGINE FAMILY	DSZ119T2FDGX
ENGINE DISPLACEMENT	119 CID (1.9 LITRE)
IDLE SPEED	900 RPM
IGNITION TIMING	6° BTDC AT 900 RPM
SPARK PLUG GAP	0.04 IN (1.05 MM)
VALVE LASH	IN 0.006 IN (0.15 MM)
(COLD)	EXH 0.010 IN (0.25 MM)

IGNITION TIMING SETTING PROCEDURE

1. SET IDLE SPEED TO 900 RPM.
2. CONNECT TIMING LIGHT LEAD TO NO. 1 CYLINDER.
3. ALIGN MARK ON CRANKSHAFT PULLEY TO TIMING MARK WITH TIMING LIGHT AIMED TOWARD TIMING MARK.

UNPLUG AND RECONNECT ALL VACUUM LINES WHEN ADJUSTMENTS ARE COMPLETED. SEE SHOP MANUAL AND MAINTENANCE SCHEDULE FOR ADDITIONAL INFORMATION.

PT. NO. 8941039690

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Engine Family DSZ119T2FDGX

Evaporative Family CAN-B

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Issued:

VACUUM HOSE ROUTING DIAGRAM

